

Dear Transportation Committee:

Person/Organization: \_\_\_\_\_

I/We have several concerns relating to the Pico/Olympic plan put forward by Mayor Villaraigosa, Jack Weiss and DOT. My/Our concerns include:

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### **CEQA**

I/We believe that a full environmental impact report is necessary before this plan moves forward. The plan will impact many aspects of the environment.

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### **Business Impacts**

Businesses along Olympic and Pico will be facing an uncertain future as parking is restricted and traffic patterns shift. Customers will have a difficult time reaching their favorite establishments. The impact on small businesses has not been studied in any meaningful way. It is unfair that businesses that have been in existence for years suddenly find that their customers can no longer reach them. This occurred on Santa Monica Boulevard during construction and several businesses were forced to close.

The impact will not be limited to those businesses on Pico and Olympic. The impact on north/south streets that will see increased use has not been studied. Commercial corridors such as Westwood Boulevard will see increased delays as north/south routes are disfavored and thus become less attractive to customers.

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### **School Impacts**

Several schools depend on street parking for safe drop-offs for their students. The elimination of parking during drop-off and pick-up times will force parents to illegally park in restricted neighborhood areas OR have their children walk across Pico or Olympic – which would be virtual freeways. In addition, there has been no study of the impact on Safe Routes to School for impacted schools.

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### **Regional Traffic Impacts**

While commuters passing through impacted areas MAY see a benefit while travelling east/west, an unknown number of drivers will see delays while travelling north/south. The impact on local freeways is unknown as is the impact on possible light rail and the ability of potential commuters to reach that light rail.

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### **Common Routes Unaddressed**

Simple questions such as how drivers are expected to get from Century City to the 10 or 405 freeways have not been answered.

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### **Community Access/Local Trip Lengths**

Local travel times and trip lengths will likely increase as no leg will be shorter than it currently is, but everyone will have to increase the distance driven to do the return leg via the new required route. Drivers will have to pass through congested north/south streets to make return trips.

Anyone who wants to shop or do business at a location on Pico or Olympic will be forced to travel north or south on one leg of their trip since they won't be able to return along the road they came on, thus substantially increasing traffic between Pico and Olympic on streets that are already very crowded at rush hour.

With left turns eliminated onto several residential streets, the impact on local resident's ability to get home, to school or to local businesses has not been studied and will be impacted.

The plan may further erode the local character of the neighborhoods as some streets will be turned into thoroughfares or freeways, and residents will be discouraged from visiting their local stores and businesses. In addition, the reduced ability to reach one's home as a result of removed left turn capability may impact property values and add to congestion on once-quiet residential streets.

## First Responder Impacts

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A dramatic change in West L.A. traffic patterns will have an unknown impact on first-responder response times. Crowded north/south streets that are given a lower priority may impact fire and police response.

## Impacts On Past Development Agreements/ATCS

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Several communities have existing development agreements which may be violated by the plan's impacts. In addition, the installation of ATCS was a condition of approval for several projects. The impact of the removal of ATCS from intersections along Pico and Olympic must be analyzed. The analysis must include not only impacts at those intersections, but impacts along the north/south routes and parallel east/west routes that use ATCS.

LADOT had previously granted capacity increases of 4% for ATSAC use and an additional 3% for ATCS use. There is no data to allow for those capacity increases to be continued, especially as north/south routes will necessarily be LESS efficient of the east/west routes are forced into being MORE efficient.

## Interactions with Existing EIRs

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All EIRs in the "pipeline" must be revisited to reflect the changed traffic patterns and the loss of the ATCS capacity increase percentage. Developers must also not be allowed to take credit for theoretical capacity increases that MAY be generated by the plan. Note that the plan states in several places that the benefits and possible unexpected consequences are unknown.

## Conflict with Representations Made to the Community

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On June 13, 2007, Jack Weiss held a "task force" meeting on the Pico/Olympic concept. The constituents present were promised further input before the plan would move forward. A few quotes from Councilman Weiss

" All I've heard tonight... are really good questions and we just don't have answers to those questions. Is this thing fully baked? No way. Its not even close. So what DOT needs to do is to analyze the questions that have been provided and to do a good job of it."

" The report that you (DOT) will be providing will be more of a conversation starter than a conversation ender. Just answering the question "How will I get home" Answer: "Unknown" says that there is an awfully long way to go. There is an awful lot more to be written than has been the case."

"This proposal can't move until those questions are actually answered. I'm going to work with all of you to figure out what would be the most productive way to have the next meeting. We want to wait for a written work product from DOT..."

When asked about representative democracy... "I think its proper and appropriate to give DOT a chance to put it on paper. And then let's get responses[from the community] on paper. That's the most appropriate way to do it."

This plan should not move forward until it is "fully baked" as Councilman Weiss put it on June 13<sup>th</sup> of this year. I/We strongly urge you to table this plan until a full environmental review which includes FULL community outreach can be conducted.

Traffic is one of the largest problems facing our area and our City. However, bypassing required and sensible study before subjecting communities to a half-baked plan is not appropriate.

Date : \_\_\_/\_\_\_/\_\_\_

Signed : \_\_\_\_\_

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